VALUE ENGINEERING CHANGE PROPOSAL MISSOURI DEPARTMENT OF TRANSPORTATION

	Date <u>2/25/09</u>
Contract ID 081121-404	Job No. <u>J412200</u>
County Jackson	Original Bid Cost \$1,147,047.00
Contractor Collins & Hermann, Inc	By Jeremy Knernschield
Designed By MoDOT	Phone 913-621-3906
VECP# 09-21 (to be complete	d by C.O.) VECP Or VECP/PDU
1. Description of existing requirement	s and proposed change(s). Advantages/Disadvantages
Please review attached letter desc changes.	ribing the existing requirements and the options with proposed
2. Estimate of reduction in construction	n costs. \$109,899.99
maintenance and operations.	ed change(s) will have on other department costs, such as ining any effects the proposed change(s) will have on other
4. Anticipated date for submittal of de Specifications.	tailed change(s) of items required by Section 104.6 of the
	February 25, 2009
	(date)
5. Deadline for issuing a change order contract completion time or delivery	to obtain maximum cost reduction, noting the effect of y schedule.
ASAP	N/A
(date)	(effect)
6. Dates of any previous or concurrent	submission of the same proposal.
	N/A
-	(date and/or dates)

Rejection

** Portion Below This Line To Be Filled Out by MoDOT ** Comments: RECOREMO APPROVAC Comments: Approval SER ATACHAD Recommended District Engineer Date Rejection 区 Recommended Comments: SE ATTALHED E-MAIL Approval Recommended Federal Highway Administration Rejection Required for FHWA Full Oversight Projects Recommended PROPOSAL REJECTED DISTRICT. Comments: Approval

Distribution: Resident Engineer, Project Manager, District Construction & Materials Engineer, State Construction & Materials Engineer, Value Engineering Administrator - MoDOT, P. O. Box 270, Jefferson City, MO 65102

State Construction and Materials Engineer

Date

** Portion Below This Line To Be Filled Out by MoDOT **

Comn	nents:			
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		Submitted By Resider	nt Engineer	Date
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	E proposal contains 2 signature of the	gnincant parts: line posts and subsidiary grad	ing items	
	_	rom concrete to steel sleeves.	mg mems.	
۷.	Change of socker type i	tom concrete to steel siecves.		
1.	of grading and grading from a 6:1 continuous s back approach slope. T installation which woul edge of pavement (EOP been crash tested so craidentified the optimum approach condition was additional 2 feet toward predominant issues duri on I-35 in Clay County, project has been experie been precipitated by its denial of this proposal. The proposed change fr system substitution as p submittal, the total amo warrant this change. W perform and out last the concrete sockets on the detail that was critical to	build move the cable closer to to items required for installation lope to a compound slope con the proposal requested a consider place the cable a minimum of the proposal requested a consider place the cable a minimum of the proposal requested a consider place the cable a minimum of the property of the cable to propose the property of the provider of proximity (8 foot) from the Education of the property of the requirements for this capture of the opinion, for long to the durability of these socked on this information, we reconstruct the property of the property of the durability of these socked on this information, we reconstruct the property of	Additionally, the gradesisting of a 6:1 front appetent 8 foot from the ed of 12 feet to a maximum profile, back approach by FHWA. The results of the edge of the e	ding would be changed oproach slope and a 4:1 lege of shoulder (EOS) in of 14 feet from the slope and offset had not of the crash model both the front and back table system an the EOP. One of the from a previous project the EOP. The previous intenance issues that have right matter of the stantial enough to be escaped to the failure of the stantial a construction attention to that detail as
		aspects of this proposal show	merit, we believe that t	hey would not provide
equ	ıal or better service parti	cular to goals of this project.	A lial	
		(Inalin C	(. W/DT(PDV)	· ·
	Approval Recommended		0	4/10/09
	Rejection	District Engir	neer	Date
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Con	iments:		
	Approval Recommended		
	Rejection Recommended	Federal Highway Administration Required for FHWA Full Oversight Projects	Date
Com	ıments:		
	·		
	Approval		
	Rejection	State Construction and Materials Engineer	Date

Distribution:

Resident Engineer, Project Manager, District Construction & Materials Engineer, State Construction & Materials Engineer, Value Engineering Administrator – MoDOT, P. O. Box 270, Jefferson City, MO 65102



February 25, 2009

Mr. Tom Markway, P.E. Stadium Project Office 5117 East 31st Kausas City, MO 64133

> 816-358-1861(office) 816-358-2163(fax)

Subject:

Value Engineering Change Proposal (3)

Contract ID: 081121-404
Job No.: J412200
County: Jackson

Route: I-470

Mr. Markway:

This letter is in regards to a Value Engineering Change Proposal for the above mention project. Please reference my previous VECP from February 5, 2009 when reviewing this letter. The following proposal is based on my previous VECP submission and our conversation from February 17, 2009.

In our conversation you expressed interest in switching to a driven socketed system, but also noted your concerns with substituting the TL-3 system for the TL-4 system in the areas requiring slope modification due to the TL-4 systems requiring it be placed 4 ft. off the EOS and thus creating possible nuisance hits. Based on that information, I contacted Mr. Ron Faulkenberry, with Gibraltar Cable Barrier Systems, for his guidance on the ideal placement of the cable barrier system and the requirements for slope modification. Please reference his attached letter and drawings while reviewing the following proposal.

Value Engineering Change Proposal Option 3

Please reference Page 3 of the Special Provisions Section D 1.0 Description. In Section D 1.0, the Special Provisions specify that this work shall consist of all labor, equipment, and materials to install a TL-3 high tension, concrete socketed guard cable system, on slopes 6:1 or flatter. Option 3 offers a contract savings of \$109,899.99 by under running the following items that are needed to bring the existing slope up to a slope 6:1 and replacing the concrete socketed guard cable system with 51,058/LF of TL-3 high tension, driven socketed guard cable system which is designed for slopes 6:1 or flatter and is approved by the FHA and in accordance with NCRHP 350, Test Level 3.

Please review the following information which itemizes the possible net savings for this project.





Line No.	Quantity	ltem Description	Unit Price	E:	xtended Price
0020	-0.900	Misc. Shaping Slopes, Unclassified	39,422.42	\$	(35,480.18)
0030	-10,000	Adjusting Basin or Inlet	2,190.99	\$	(21,909.90)
0080	-51958.000	Misc. High-Tension Concrete Socketed Safety Fence; TL-3	12.26	\$	(625,971.08)
0100	-1,000	Grate and Bearing Plate (3Ft.X 3Ft.)	1,018.71	\$	(1,018.71)
0110	-1.000	Grate and Bearing Plate (5Ft.X 2Ft.)	941.92	\$	(941.92)
0120	-8.000	Grate and Bearing Plate (5Ft.X 3Ft.)	1,592.05	\$	(12,736.40)
0210	-3,300	Seeding-Cool Season Mixtures	1,368.48	\$	(4,515.98)
0220	-56.000	Sediment Removal	82.93	\$	(4,644.08)
0230	-56,000	Type II Ditch Check	101.37	\$	(5,676.72)
		TOTAL		\$	(712,894.97)
ADD	51058.000	Misc. High-Tension Driven Socketed Safety Fence, TL-3	11.81	\$.	602,994.98
, 100	0,000.000	TOTAL		\$	602,994.98
		TOTAL NET SAVINGS		\$	(109,899.99)

As previously mentioned, MoDOT has primary used non-socketed driven line post systems throughout the state. Currently, the most common installation of high-tension guard cable employs concrete footings into which metal tubes are cast, forming sockets. The sockets allow a damaged post to be replaced with relative ease and eliminate the need for specialized equipment during a repair operation which can usually be accomplished in under an hour. Disadvantages to installing a concrete socketed line post system are the higher initial cost related to the concrete and the fact the concrete has proven to be prone to breakage during impact creating a concern for flying debris and maintenance issues.

Although the use of Shaping Slopes Unclassified may be ideal of some applications, I believe the overall consensus is that the use of Shaping Slopes Unclassified on this project is not only more costly, it is a temporary solution that offers no safety value and is subject to severe erosion which can cause water pollution.

Based on that understanding, I offer a proposal that has a monetary savings to the tax payers and provides MoDOT with a product that captures the benefits of socketed systems while eliminating the negative concerns associated with concrete socketed systems and Shaping Slopes Unclassified.

After you have had the opportunity to review the items reference in this letter, please contact me if you have any questions or would like to discuss these proposals further. I appreciate your time and look forward to working with you on this project.

Cordially,

Jeremy Knernschield Project Manager/Estimator

COLLINS & HERMANN, INC.

St. Louis 1215 Dunn Road PO Box 38901-0901 St: Louis, MO 63138 Phone-314.869.8000 Fax 314.869;8498

Kansas City 2366 State Une Road 101-0901 Kansas City, KS 66103 10 63388 Phone 913.621.3906 1869.8000 Fax 913.621.2233



320 Southland Road

Burnet, Texas 78611

800.495.8957 p

512,756,1426 p

512.756.1865 f :

Ron Faulkenberry Regional Sales Manager Gibraltar Cable Barriers 320 Southland Road Burnet, TX 78611 1-800-495-8957, ext. 209 512-756-1865 (Fax) 830-798-4603 (Cell) rfaulkenberry@gibraltartx.com

February 17, 2009

Collins and Hermann Attn: Jeremy Knernschield 2366 State Line Road Kansas City, KS 66103

Re: Jackson County, MO Placement Guidelines

Dear Jeremy,

Thank you for your call. In follow-up to our conversation, we discussed the various placement guidelines for not only our cable barrier system but all cable barriers in general. Below is a recap of our conversation.

We reviewed the "Typical Section" drawing, on Sheet 1 of 1, for Project Job No. J412200, and on that page, the median drawings are not drawn to scale, as is identified on the drawing. However, the drawing indicates that measurements/placement should be made from the center of the ditch (ie; varies from 8-ft to 12-ft). (See drawing enclosed.)

Our recommendation is to measure and place the cable barrier from the Edge of Shoulder (EOS). This will accomplish several things:

- 1. If you measure from the center of the ditch, you will end up getting a "zig-zag" effect with the cable barrier being anywhere from 8-ft to 16-ft from the EOS. By measuring from the EOS, your placement will be more uniform, thus eliminating the need to make 50:1 transitions every time the cable barrier follows the bottom of the ditch-line.
- 2. The cable barrier will perform better. By having the cable barrier 8-ft from the EOS, you will be able to capture the vehicle sooner before it becomes too unstable, which could cause the cable barrier to be less effective.

The question also came up as to how far or close to the edge of shoulder (EOS) could the cable barrier be placed? We recommend placing it 8-ft from the EOS. By doing so, you will eliminate some nuisance hits, versus having it 4-ft off the shoulder.

As long as the slope is 6:1 or flatter on the "approach-side", there are no restrictions on how close or far away from the EOS you can place the cable barrier, so long as you do not place it from 1-ft to 8-ft. up from the bottom of the ditch. This "restricted area" is based on the FHWA recommendations.

Page 2 February 17, 2009 Mr. Jeremy Knemschield

On a 4:1 slope, on the approach-side, you can place the cable barrier anywhere from the break-point, but not more than 4-ft down the slope. When you do this, the TL-4 system is actually "rated" as a TL-3 system, but the parts provided are our TL-4 parts. These guidelines are again spelled out by the FHWA in our acceptance letter.

With that being said, as long as the approach-side of the median is 6:1 slope or flatter, you could place the barrier 8-ft from the EOS, so long as you don't violate the "restricted" zone on the backside (ie; within the 1-ft to 8-ft up out of the bottom of the ditch).

Speaking of the "backside approach", you don't have to have the same 6:1 slope coming up from the backside, nor do you even have to have a symmetrical ditch at all. You can have an asymmetrical ditch with a 6:1 slope on the approach side and a 4:1 slope on the backside. This could save the District a lot of unnecessary dirtwork, drainage work, etc. and would not have an adverse impact on the performance of the cable barrier system.

In recap, we recommend placing our cable barrier system 8-ft from EOS in order to create a more uniform, more effective cable barrier that will also minimize nuisance hits.

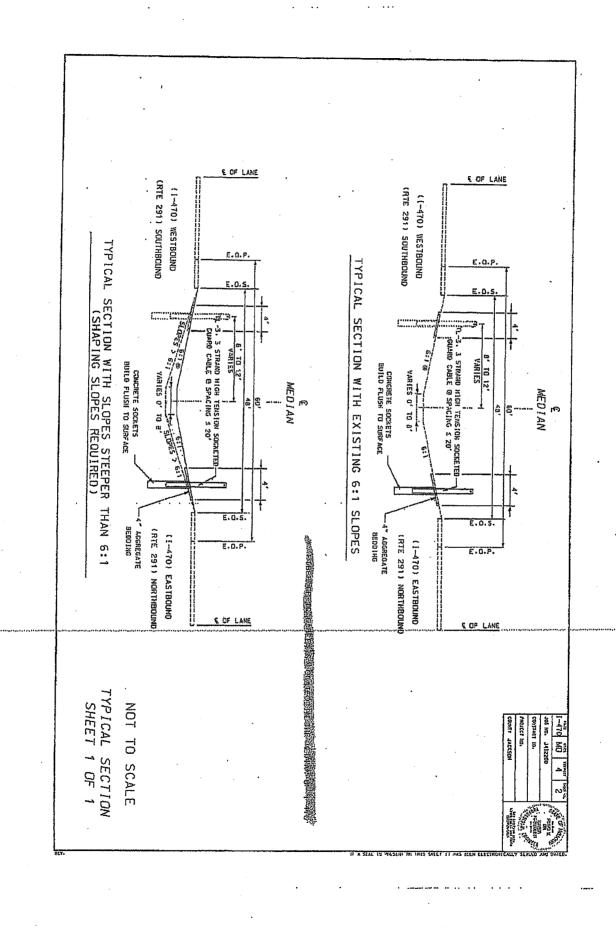
Should you have any questions or need additional information, please feel free to contact me at 1-800-495-8957, ext. 205, or via email at rfaulkenberry@gibralartx.com.

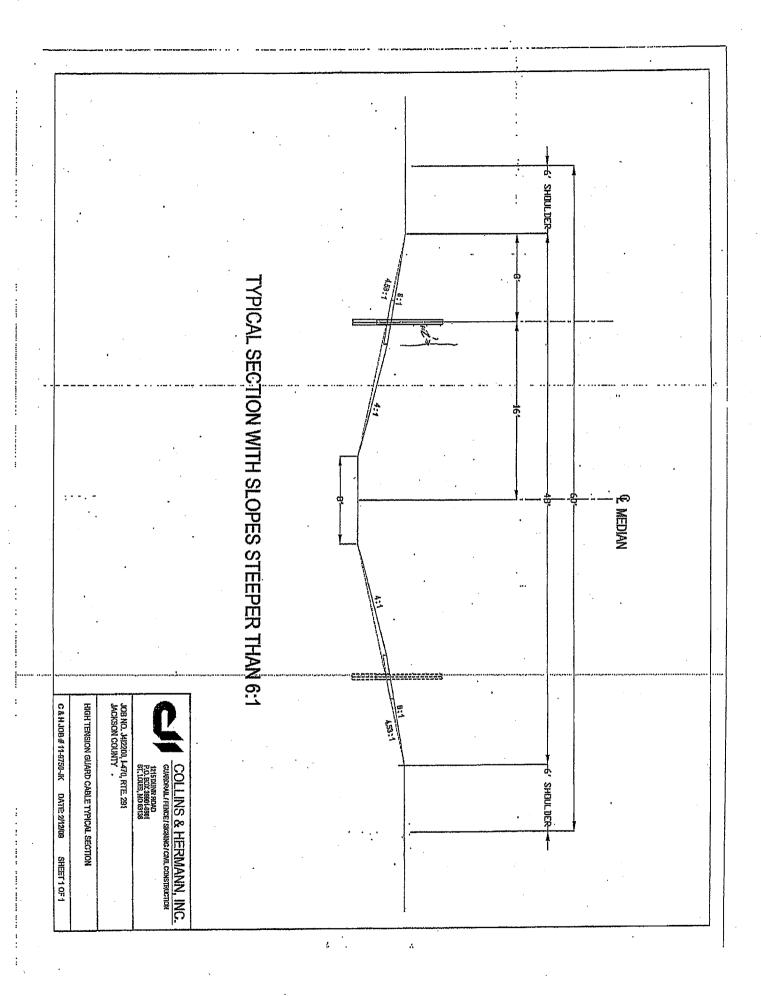
Sincere thanks.

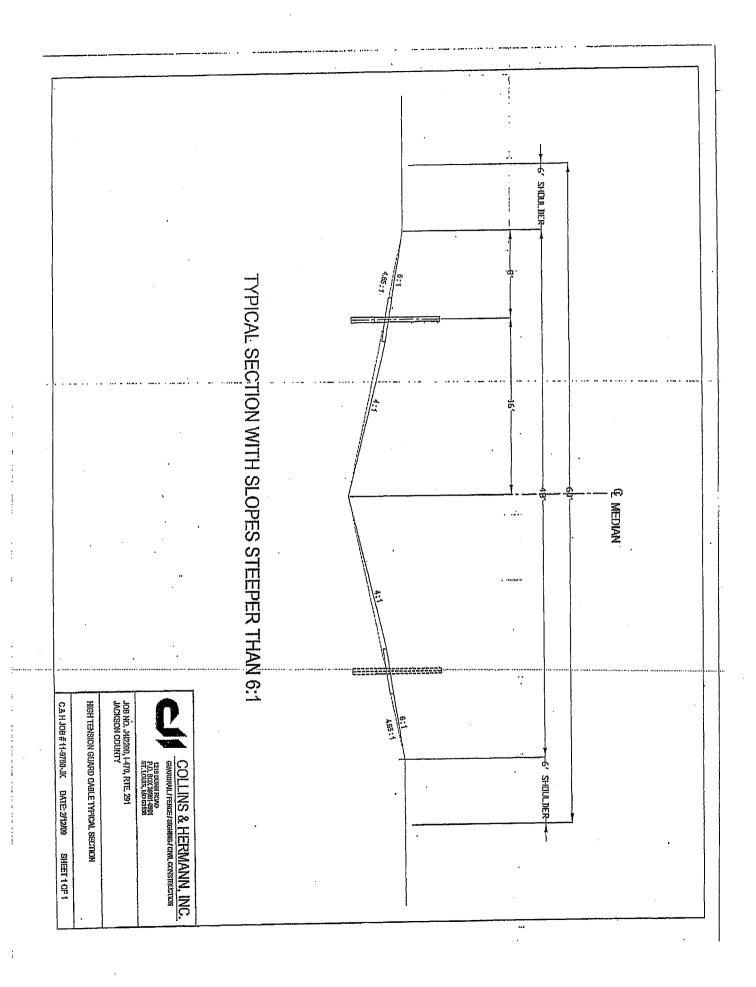
Ron Faulkenberry

Regional Sales Manager

Gibraltar Cable Barrier Systems







April 6, 2009

Mr. Tom Markway, P.E. Stadium Project Office 5117 East 31^{5t} Kansas City, MO 64133 816-358-1861(office) 816-358-2163(fax)

Subject:

Value Engineering Change Proposal

Job No.:

Contract ID: 081121-404

J412200 Jackson

County: Route:

I-470

Mr. Markway:

This letter is in regards to our conversation about my Value Engineering Change Proposal. In our conversation you mentioned that the Federal Highway was happy with the overall changes I have proposed, but felt there should be more savings associated. with the use of driven sockets in lieu of the concrete sockets.

Please see attached material quotes and invoices from Gibraltar and Lafarge Corporation. As noted in the Gibraltar quote, the cost of Gibraltar material is higher for a driven socketed system but is offset by the elimination of night time concrete and reduction in labor cost. As noted in the Lafarge quote and invoice, the cost of night time concrete is \$200,00/GY. The follow breakdown shows the concrete usage needed for this project when using concrete socketed line post.

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	Cable	Post	Post	Concrete	Unit	
	Quantity		Quantity	Ouantity	Price	Total Cost
	51,058	20	2578.9	296,5735	\$ 200,00	\$59,314.70

The savings in labor cost to install a driven socketed system verses a concrete socketed system is due to the elimination of pouring and finishing the concrete. All other items associated with installing either system do not change. Both systems require sockets, post, hairpins, lock plates, cable and all other items needed for a complete system. In an effort to maximize the possible VECP sayings, Linoreased the unit labor saving portion from \$0.69/LF to \$0.86/LF.



COLLINS & HERMANN, ING. mob, ninemperipheenilloo.www.

St. Louis 1215 Duhn Röad PO Box 38901-0901 St. Louis, MO 63138. Phone 314,869,8000 Fax 314.869.8498

Konsas Oliy 2366 State Line Road Hansas City, KS 66103 Phone 913,621,3906 Fax 913.621.2233



Please note the following adjusted savings breakdown which takes into consideration the cost of Gibraltar Material, Night-Time Concrete and Labor.

Item	Description	Unit	Extended
1)	Gibraltar Material	-1.40	-71481.20
2) ·	Night-Time Concrete	1.16	59314.70
3)	Labor	0.86	43909.88
	Total Savings	\$0.62	\$31743.38

As previously mentioned, MoDOT has primary used non-socketed driven line post systems throughout the state. Currently, the most common installation of high-tension guard cable employs concrete footings into which metal tubes are cast, forming sockets. The sockets allow a damaged post to be replaced with relative ease and eliminate the need for specialized equipment during a repair operation which can usually be accomplished in under an hour. Disadvantages to installing a *concrete* socketed line post system are the higher initial cost related to the concrete and the fact the concrete has proven to be prone to breakage during impact creating a concern for flying debris and maintenance issues.

Based on that understanding, I offer a proposal that has a monetary savings to the tax payers and provides MoDOT with a product that captures the benefits of socketed systems while eliminating the negative concerns associated with concrete socketed systems.

Please contact me after you review this letter. I appreciate you time and look forward to working you on this project.

Cordially

Jeverny Knernschield

Project Manager/Estimator



-320:Southlend Rd Edmet, 12.78611 -400:195-8957 office -512-756-1865 fex

ACCEPTED BY: The prices, specifications, and conditions as presented are sotisfactory and are hereby accepted. Buyess, Signature 814-869-8000 (Office)

Collins & Hermann, Inc. A(thi Jeremy & Marina

314-869-8498 (Fax)

πe:

Jackson County Job #141220 Material Quote for Gibraltar, TL-S Cable Bander Concrete Smoker System

Material Quote

November 12, 2008

Deat Jeremy & Marina

We sue pleased to offer the following quote for your consideration: Line No. Description Qly Unit Unit Price 0070 Cable Barrier End Terminal 26 ËÁ 1,150,00 0080 TL-3 High Tengion 3-Cable Barrier* 51,058 Lip 5.25

* (TL-3 Concrete Socketed System w/20-ft-post spacing).

(THIS PRICE INCLUDES SOCKETS WITH WELDED REBAR) T-MTR Tension Meler

\$ 1,895,00 1,895,00

Extended Price

\$ 29,900.00

\$ 268,054,00

299,849,00

MOTIIS: 1. This quote is good for 10 days only: 2. Price includes all materials for Cable Systemonits: 9. Price does not include any rebar of concrete for the terminal anchoryposts:

in in descript menuce any repar or concrete for the terminal and the first posts of concrete for the line posts.

A Must allow to days prior to shipping.

This includes delivery only sign unloading storage or creation.

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Note an Assessment and the annihimum of the dismeter by a the deep.

Payment Ternis:

Tlesse give me a call with thy questions you have regarding this material quote.

Best Regards,

Ron Paulkenberry

Regional Sales Manager

(FAX)5127561865

P.004/005



320 Southland Rd Burnet TX 78611 800-495-8957 office 512-756-1865 FUX

The prices, sp prescrited are accepted.	pedifications, and conditions are satisfactory and are healty
Buyer:	
Signaturo:	
Date:	
	314-869-8000 (Office)
	217.000.0100 17.00

Collins & Hermann, inc. Alin: Jeremy & Marina

Re:

Jackson County /Job # J41220

Material Quote for Gibraltar, TL- & Cable Barrier Driven Socket System

Material Quote Növember 12, 2008

Dear Jeremy & Marina:

We are pleased to offer the following quote for your consideration:

	and the same of the same of the same of	シナナバリナゲの アス メドリ	OTT.		
Line No.	Description	Oty	Unit	Unit Price	Extended Price
0070	Cable Barrier End Terminal	26	EA	\$ 1,150,00	\$ 29,900.00
0080	TL-3 High Tension 3-Cable Barrier *	51,058	LB	\$ 6.65	
* (TL-3 <u>D</u>	riven Socket System w/20-ft post spacing),	<i>41/400.</i>	, man	w diga	\$ 339,535,00
T-MTR	Tensión Meter	1	BA	\$ 1,895,00	\$ 1,895,00
			.,	J	A. TIOSOIGO,

TOTAL 5 371.330.00

NOTES: 1. This quote is good for 10 days only.
2. Price includes all materials for Cable System only.
3. Price does not melude my rebar or concrete for the terminal anchor posts or concrete for the line posts:

4. Must allow 45 days prior to shipping,
5. Price includes delivery only no unionding, storage or erection.
6. This quote does not include sales or use tax. For sales of uside Texas, our customers are responsible for self-usessment and remittance of the appropriate seles and/or use lakes for their state.

7. And Anchor foundations are a minimum of 2-ft diameter by 8-ft deep.

Payment Terms:

Nef 30 dayo; no retuinage.

Please give me a call with any questions you have regarding this material quote.

Best Regards,

Ron Paulkenberry

Regional Sales Manager



REMIT TO: QUICKSILVER 2005, LLC-29288 NETWORK PLACE CHICAGO, IL 60673-1282 Invoice Inquiries: 816-257-4010. Ship From: "GUIDISILVER 2005 LLC; SUGAR CREEK PLANT

INVOICE

BILL TO:

Ultulinullihaulululi 1986) 1280928 161-USK 903200-005 / 7000020 / 7000077458375 GOLLINS & HERMANN WMO 2366 STATE LINE RD RANSAS GITY: KS 66103 United States SHIP TO:

LAF-MODDT J411923 1-35 S/BOUND **4411923** CALLED 6/11 BS OK CERTIFY KEARNEY, MG 64060

148628-012

OC# 793

OVERDUE MYOCES SUBJECT TO INTEREST AT 1.5% PER MONTH (18% PER ANNUM). PLEASE INCLUDE REMITTANCE INFORMATION WITH YOUR PAYMENT.

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Night and Weekend Charges

Additional charges for deliveries made other than normal delivery hours as stated on quotation sheet.

Night-time and Saturdays

Plant & Labor \$250.00/hour (4 hour minimum)
Each Truck & Driver \$75.00/hour (4 hour minimum)

Sundays and Holidays

Plant & Labor \$300.00/hour (4 hour minimum)
Each Truck & Driver \$150.00/hour (4 hour minimum)

^{*}Night overtime charges begin no later than 5:00 pm and ends when last truck returns to plant.

^{*}Daytime overtime charges begin no later than 8:00 am and ends when last truck returns to plant.

If you have any questions concerning the above charges, call Bill Padfield 816-257-4071.

LAFARGE CORPORATION

Missouri Ready-Mix Division 16100 E. Courney Atheron Rd. Sugar Creek, Missouri 64058 General Office (616) 257-4040 Fax (816) 257-7483

P. 3 NO. 731

Page 1 of 2

afarge NORTH AMERICA Aggregates, Concrete

Bidders

TO:

:314:869-8498

FAX# ATTN: Marina & Jeremy PROJECT: MODOT J411923

DELIVERY ADDRESS: 1-35 (71 Highway to 92 Highway)

Kansas Cltv

Ď

DATE: February 20, 2008

Lafarge-West, Inc. Missouri Ready-Mik Division, is pleased to quote the following prices for your concrete requirements on the relationed project. Prices are subject to the terms and conditions stated on the following page of this proposal. Sales tax to not included in this price quote. Texable deliveries from our MO plant locations to MO construction sites will be taxed at the applicable Sugar Creek, Missouri, Jackson County rate which is 7.35% as of October 1, 2006.

CONCRETE PRICING PER SPECIFICATION PER CUBIC YARD Price per Strength PSI Mix Type / Usage Mix Specification Cubic 3000 MOODOT'B Performance \$84.00

CONCRETE PRICING PER VALUE ENGINEERING AND PREMIUM PERFORMANCE Strength PS Mix Type / Lisage Mix Specification Cubic *** SEE ATTACHED SHEET FOR NIGHT AND WEEKEND CHARGES

\$1.20 Environmental Fee included in above pricing
\$40.00 Delivery is included in price above (Non-faxable for Missouri projects only).
Add \$.4.00 per cubic yard for Winter Fee annually Nov 1 thru March 31.
Add \$.50 Adjustable Fuel Surcharge Per Cubic Yard Based on E.I.A. Website www.ela.doe.gov

Price Escalators
Prices may be considered firm through:12-31-08
Add \$4.00 per cubic yard price increase 1/1-09:
Escalator Price subject to additional increase one year from data above.

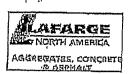
Comments:

SEE ATTACHED SHEET FOR NIGHT AND WEEKEND CHARGES*

Submitted as a Quotation Only. Quotation expires Thirty (30) days from the date above:

Lafarge Corp., Inc. Missouri Metro Ready-Mix Division Bill Padfield, Chris Flandermeyer, John Loges, Dale Eason





Missouri Ready-Mix Division 15100 E: Couriney-Attretton Rd. Sugar Oreek, Missouri 64058 General Office (813) 257-4040 Fax (816) 257-7483

Page 2 of 2

TO:

Bidders

FAX#: 0

ATTN:

DATE: February 20, 2008

PROJECT: MODOT J4I1923

DELIVERY ADDRESS: 1-35 (71 Highway to 92 Highway)

Kansas City

MO

PROJECT SPECIFIC ITEMS:

Terms:

NET 30 days, 2% discount no longer applies, all Prices are F.O.B. Job Site and Do Not Include Sales Tax. Customer agrees to remit to Lafarge applicable sales tex for the point of sales unless the customer provides Laferge with a current Certificate of Exemption. Interest charges of 18% per annum will be applied to past due account balances.

Testing:

Concrete acceptance testing will be conducted at the point of discharge from the mixer truck chute per ASTM C-31. Concrete must be sampled, and tested in accordance with ASTM C-31. Concrete must be cured in accordance with ASTM C-31 however Lafarge requires "temperature controlled water immersion" for all jobsite specimens.

Washout area:

Contractor must provide suitable on-site wash out area for all concrete mixers and will not hold Lafarge responsible for debris. Washout areas must be in compliance with local

environmental laws.

Traffle Control:

Ву;

Date:

Contractor shall grant to Lafarge safe and reasonable access to all areas of the project site necessary for Lararge to perform services. Contractor shall provide traffic control if required. Lafarge shall not be responsible or liable for damages incurred to subterranean structures or utilities not called to Lafarge's attention.

Hours of Delivery: Monday - Friday 7:00 AM - 4,30 PM

Please pall for quote for deliveries outside of normal delivery hours.

Misc. Extra Cl	rarges:
Add \$ 2,28	per cubic yard per each 1/2% Non Chloride Accelerator,
Add \$ 1,00	per cubic yard per each 1/2% Calcium Chloride Accelerator.
Add \$ 6,00	per cubic yard for Synthetic Fiber Reinforcement. (1.5 pounds per cubic yard)
Add & 9.00	per gallon of Corrosion Inhibitor (DCI) per cubic yard,
Add \$	Artevia Color ти per cubic yard. (2 cubic yard minimum)
Add \$ 4,00	per cubic yard for Saturday Fremium Charge.
Add \$75.00	for orders between 1-6 cubic yards.
Add \$ 1,25	per minute for walt time enter 7 minutes per yard-maximum 45 minutes.
Add \$2,25	per cubic yard per each 1% Reterder
Add \$6.00	per cubic yard for Chilled Water
Add \$.50	per pound for Concrete Chilled with Ice
Add \$200	per 1 yd. Color for Test
Add \$2,75	Her alphanasi in 1881
Add \$4,50	per cüblc yard for Mid-range water reducor up to 6º Slump per cublc yard for Super-Plasticizer
e reterm & tadimone.	hat annowater tot orther at 18216 Sol.
Quote must be sing	CONTRACT ACCEPTANCE sed and returned projeto-ordering to engure accurate billing.
Purchaser	
	Lafarge Corp., Inc.

Title:







Date:

Expiration Date:



<Kevin.lrving@dot.gov> 04/17/2009 10:21 AM

To <Dennis.Bryant@modot.mo.gov>

CC

bcc

Subject RE: FW: VE Update

Dennis,

Thanks for the update. I spoke to Perry and Tom yesterday at the district as well. Sounds like C&H will begin work on April 27th.

Have a good weekend, Kevin

From: Dennis.Bryant@modot.mo.gov [mailto:Dennis.Bryant@modot.mo.gov]

Sent: Thu 4/16/2009 7:42 AM To: Irving, Kevin <FHWA>

Cc: Chandler, Brian <FHWA>; Stephen, Edward <FHWA>; Joseph.Jones@modot.mo.gov;

perry.allen@modot.mo.gov; thomas.markway@modot.mo.gov

Subject: Re: FW: VE Update

Kevin,

We have decided to deny this VE proposal in it's entirety for the reasons stated by the district. If you have any questions, give me a call.

<Kevin.Irving@dot
.gov>

04/15/2009 10:29 PM <thomas.markway@modot.mo.gov>,
<perry.allen@modot.mo.gov>,
<Dennis.Bryant@modot.mo.gov>

<Edward.Stephen@dot.gov>, <Joseph.Jones@modot.mo.gov>, <Brian.Chandler@dot.gov>

Subject

To

CC

FW: VE Update

Tom,

I kind of touched on it the other day in our conversation, but given the vehicle trajectory runs that I provided to MoDOT from our HQ office if MoDOT thinks that there is a more appropriate offset to place the cable

then we can discuss this. However, I haven't heard anything from Joe's office about this, other than my original conversation with Joe where he agreed that the 6' offset would be a good compromise (after reviewing the trajectory runs). My suggestion is to have Joe take a look at the trajectory runs again and see if there would be another offset further down the slope that would work better and reduce the amount of necessary grading.

As far as the concrete sockets are concerned, I think I have made myself clear on that end. I am not in support of this portion of the VE proposal. I understand that C&H is opposed to this decision but this decision is not theirs to make, it is MoDOT's and FHWA's. While the driven sockets have been approved for use by FHWA, the concrete sockets were specified in the contract originally, and after reviewing their proposed cost savings for switching from concrete sockets to driven sockets, we prefer to keep the approved design.

Additionally, to correct what Mr. Faulkenberry stated below regarding where the decision lies on this approval, the Missouri Federal-aid Division Office administers federal oversight on this federal-aid project and therefore will make the decision on this proposal.

If you would like to discuss this further, we can do so on site during my inspection tomorrow.

Kevin

From: Ron Faulkenberry [mailto:rfaulkenberry@gibraltartx.com]

Sent: Tue 4/14/2009 5:47 PM To: Jeremy Knernschield

Cc: Joe Jones (MO-DOT) ; Irving, Kevin <FHWA>

Subject: RE: VE Update

Jeremy,

I was able to speak with Joe Jones about the driven sockets versus concrete sockets and he's still okay with using the driven sockets because our letter from the FHWA says they all perform the same. The socket type, or whether you even have a socket, doesn't affect the performance of the system. (See attached FHWA Acceptance Letter.)

(I would think that the higher level of FHWA would trump the local FHWA office decision. Overall, I think they have a better understanding of all systems because they've seen more of it throughout the entire country.)

Joe said to have Kevin give him a call to discuss. I don't have Kevin's number handy or I would have Joe give him a call.

We need to wrap this decision up by this week because we are beginning to ship material so that you have it to begin on time.

If you have any questions, please give me a call.

Ron Faulkenberry

General Sales Manager

Gibraltar Cable Barrier Systems

320 Southland Road

Burnet, TX 78611

800-495-8957 (Toll Free)

512-756-1575 (Fax)

830-798-4603 (Mobile)

rfaulkenberry@gibraltartx.com

From: Jeremy Knernschield [mailto:jknernschield@collinsandhermann.com]

Sent: Tuesday, April 14, 2009 4:33 PM

To: Ron Faulkenberry Subject: VE Update

From: Thomas.Markway@modot.mo.gov [mailto:Thomas.Markway@modot.mo.gov]

Sent: Wednesday, April 08, 2009 3:51 PM

To: Jeremy Knernschield Subject: Re: VE Update

Even after the revised pricing the feds are recommending staying with the concrete sockets and placing the cable 6' from EOS. We want to talk to upper management about whether we want to follow their recommendation

---- Original Message -----

From: Jeremy Knernschield [jknernschield@collinsandhermann.com]

Sent: 04/08/2009 01:53 PM EST

To: Thomas Markway
Cc: Perry Allen
Subject: VE Update

Have you received any updates on the driven sockets or placement of the cable?

Jeremy Knernschield

Project Manager/Estimator

Collins & Hermann, Inc.

2366 State Line Road

Kansas City, Kansas 66103

Office 913.621.3906

Fax 913.621.2233

Mobile 913.744.8054

(See attached file: Various Sockets HSA-10 - 08.09.06.pdf)

VALUE ENGINEERING CHECK SHEET

	TYPE OF WORK (Check one that applies)	
	Bridge/Structure/Footings	
	Drainage Structures (RCP, RCB, CMP's, ect.)	
	TCP/MOT	
	Paving (PCCP, ect.)	
	Grading/MSE Walls	
· 🗖	Signal/Lighting/ITS	
	Misc. guard cable	
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	SUMMARY OF F (If needed, condense summary	•	
Change offset o	f posts and change socket type from	concrete to steel sleeves.	·
·			

	SCANNING OF DOCUMENT
	please mark or make note, which pages need to be scanned into the database. If tions, make note of them here.
Scan proposal only	y .